

Notes:

- 1- The fixed parts of the bridge are held by a frame that is not shown on this drawing to ease understanding of the mechanism of the bridge.
- 2- The crankshaft is held by bearings at both side and is coupled to a bike gear that we used to deliver power to the flywheel.
- 3- In order to deliver the power from the crankshaft to the flywheel we used a chain but we could have used any other well known mechanical device.
- 4- I built a prototype of this size just to prove that it is possible to generate a rotation with the linear movement of things. In other words, for true applications on roads or at airports or anywhere else, the size and particularities of the prototype have to be recalculated.
- 5- This prototype is for very slow speed applications (and ideally, we can activate it with our hands also) and has been designed only to prove that it is possible to create a rotation with linear movement.
- 6- This prototype has been designed with a 4 cylinder crankshaft but we could have used anything else. It all depends on the application but the principle stays the same.

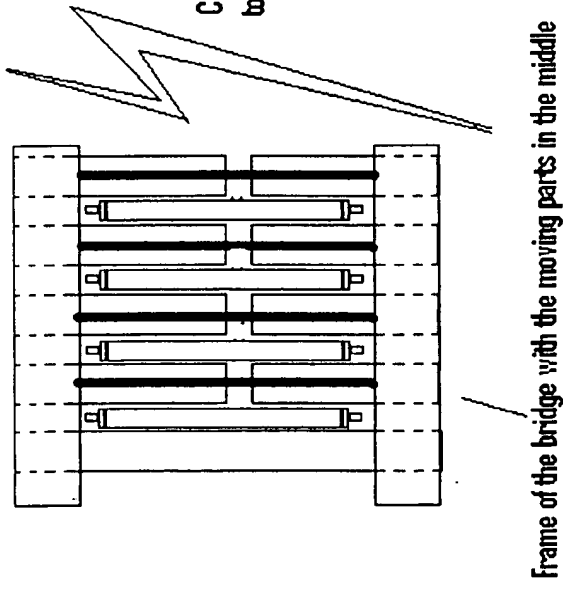
Figure 3

Application # 10/711662

For: USPTO, By: Alain Painchaud

Member 109834 of OIQ, Quebec

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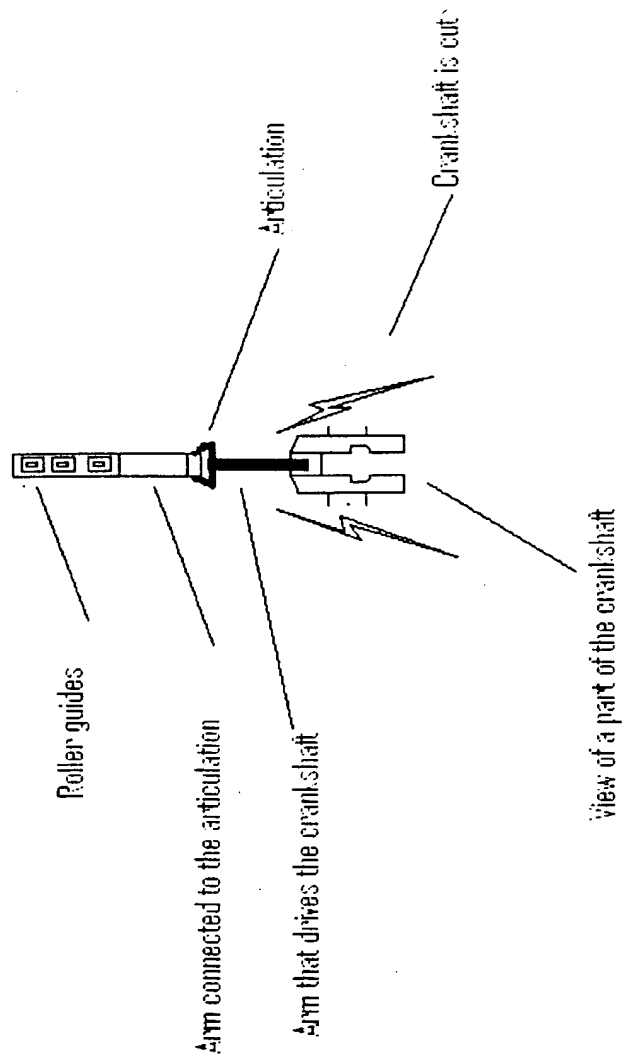


Scale:  
1 unit on this drawing =  
9.1429 in reality

Notes:

- 1- The moving parts are guided in the middle by a guide and at extremities with rollers.
- 2- This is only a prototype and it is not intended for permanent generation of energy.
- 3- The road segments have not been designed for winter conditions but only to prove that it is possible to convert a linear movement into a rotation and ultimately into electrical energy.

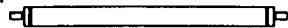
Figure 4  
Top view of the invention  
Application # 10/71662  
For USPTO, By: Alain Painchaud  
Member of OIQ in Quebec, Canada. #109834



Scale:  
1 unit of this drawing =  
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Figure 5  
Application # 10/71662  
For USPTO by Alain Painchaud  
Member 109834 of OJD in Quebec

Roller guide



Moving part of the bridge

Scale:  
1 unit of this drawing =  
9.1429 in reality

Figure 6  
Application # 10/20682  
For UCPTD, by Alain Painchaud  
Member 109834 of OIO in Québec

Back to back link (rectifier + inverter ) to  
cope for the frequency and power problem  
before sending to utility electrical system

Generator( Could be  
any power so I left it  
blank )



AC Bus at  
variable  
frequency

DC Bus

Rectifier

Inverter

60 hz, 50 hz or whatever is needed

Here, there can be  
also a SVC, if  
needed

Electrical Diagram 1  
Application # 10/711662  
For: USPTO, By: Alain Painchaud  
Member 109834 of DIIQ, Quebec

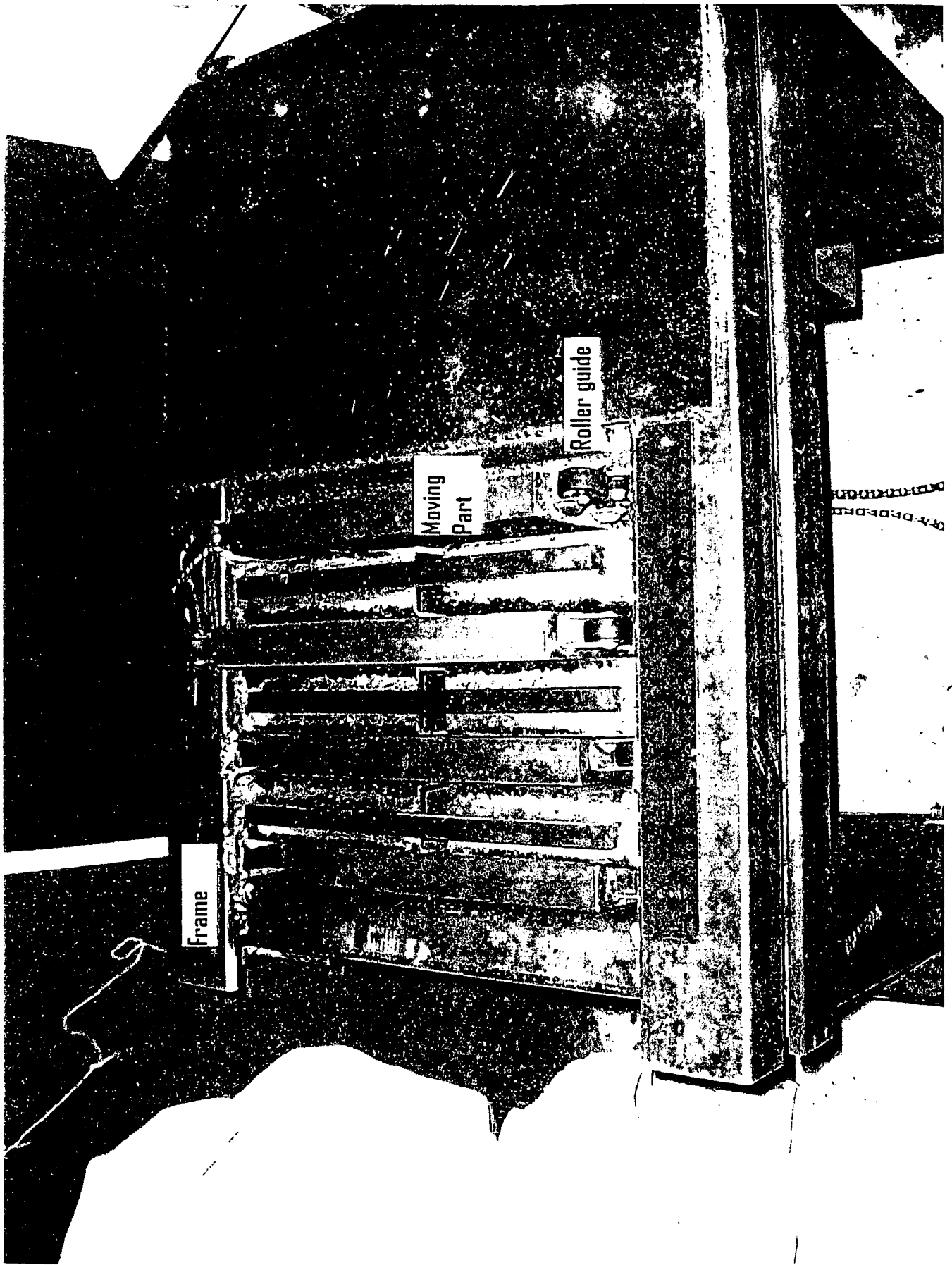
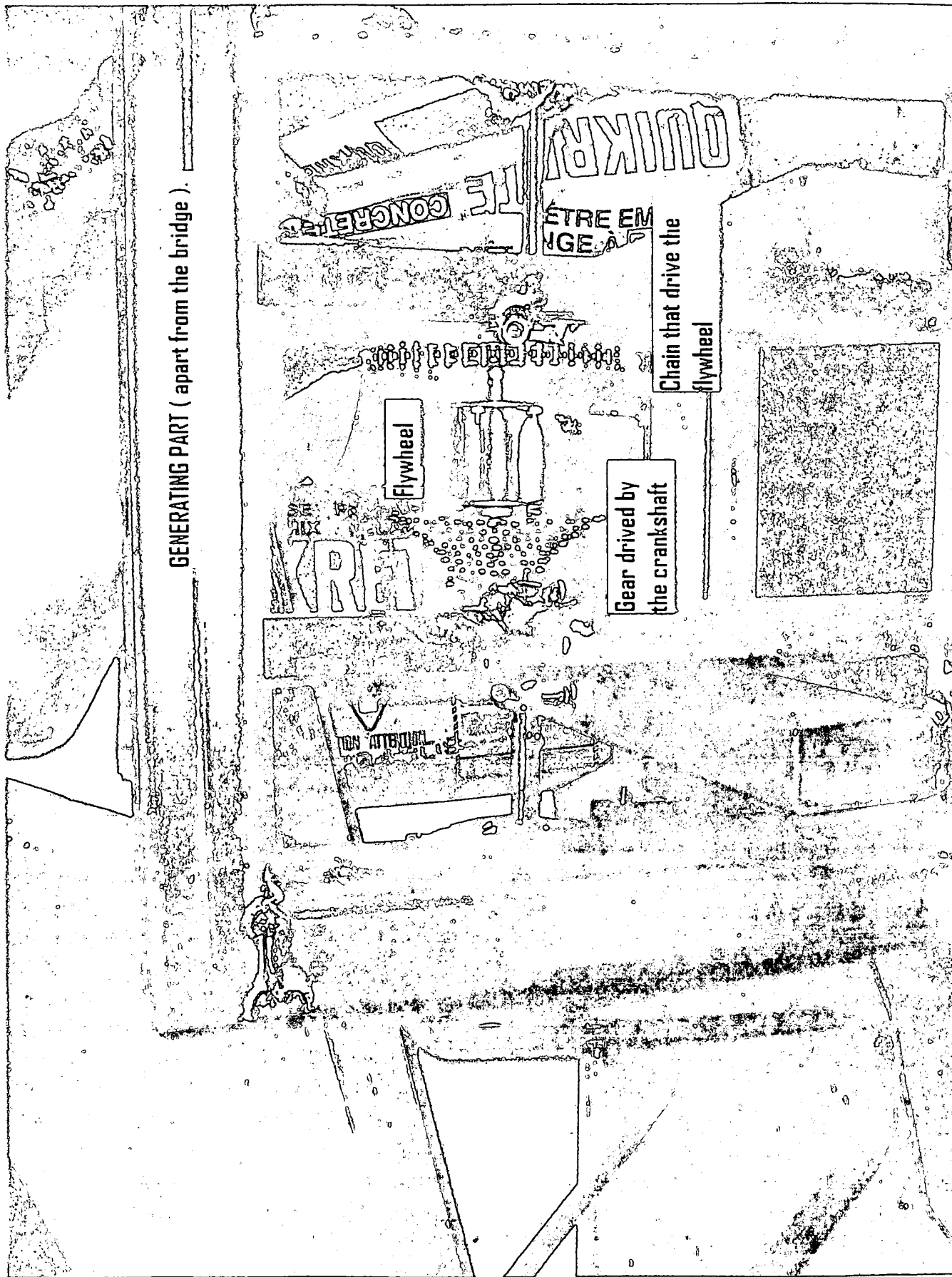
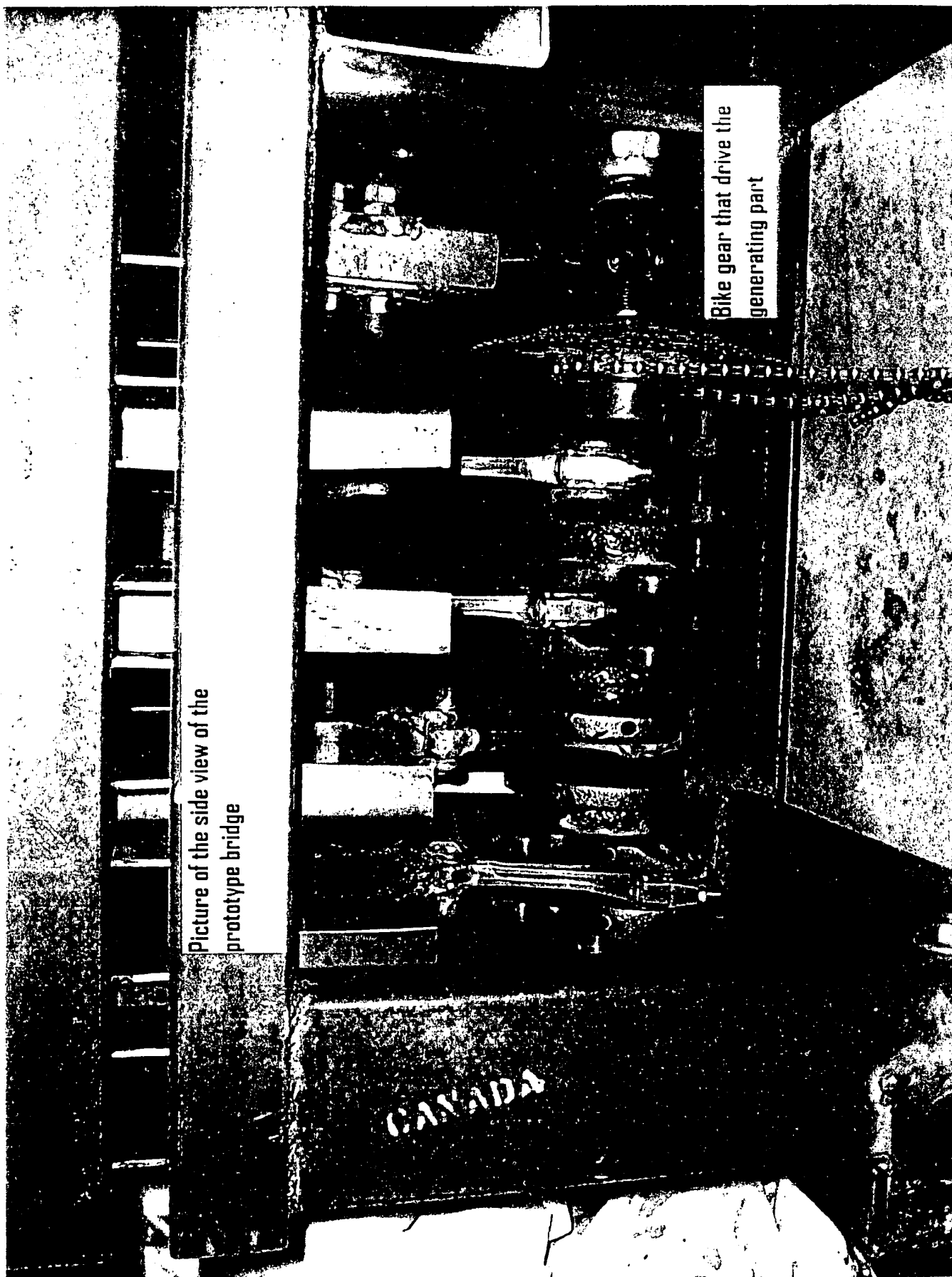


FIGURE OF THE TOP VIEW OF BRIDGE



Picture of generating part (apart from the bridge)

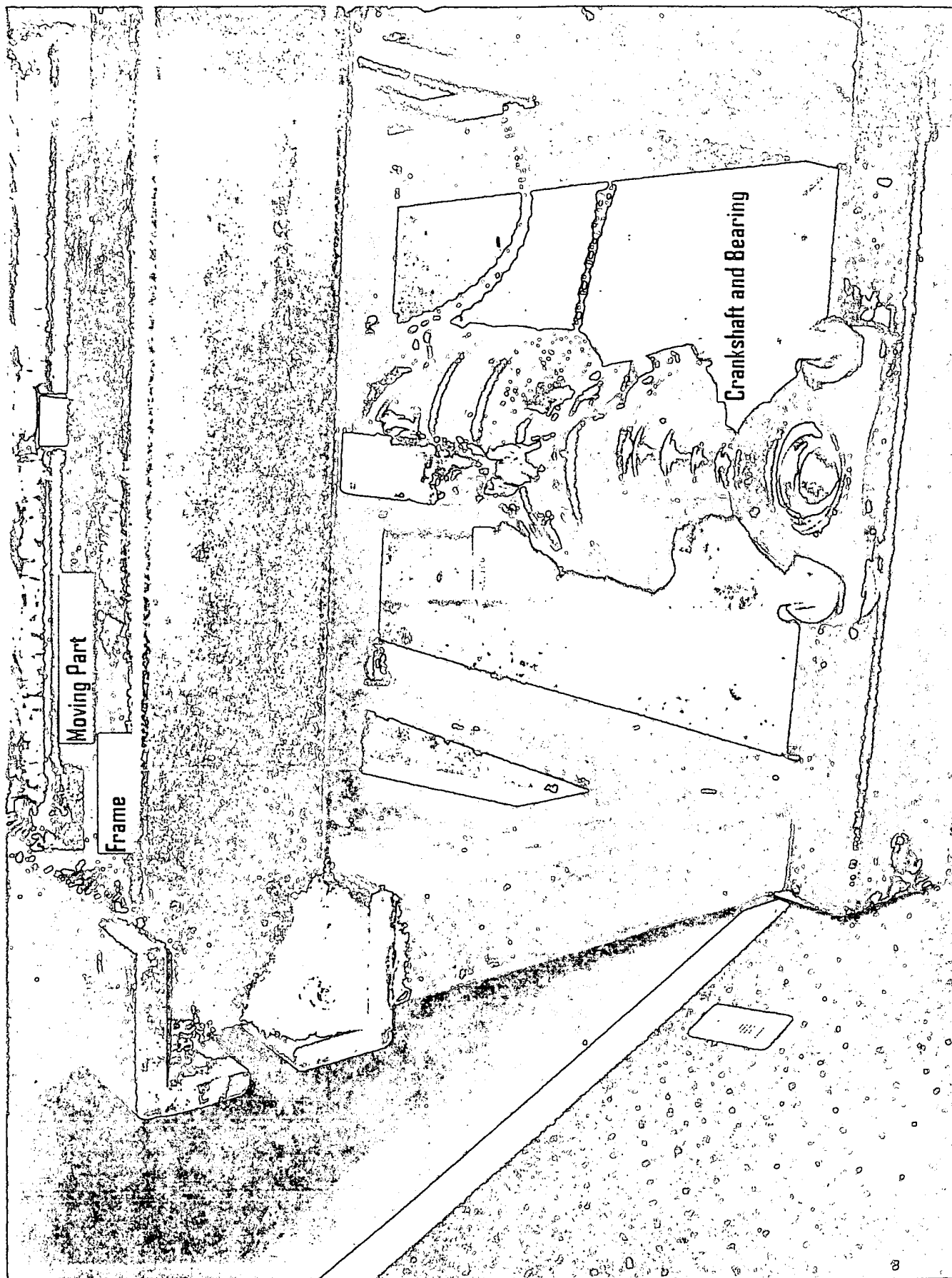


Picture of the side view of the  
prototype bridge

Bike gear that drive the  
generating part

Picture of the side view of the bridge prototype





Picture of the Frame and Crankshaft and Bearing

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